THE LONDON PRESS.

The United States Should Annex Cuba.

England Has No Interests Which Conflict With Those of America in the West Indies.

[Prom the London Daily Telegraph, Nov. 17.] The real danger of the position arises from the fact that, with all the good will in the world, the Spanish President can do little beyond giving ver-bal satisfaction. The plain truth is that the mother country is utterly unable to enforce obeace to its orders in Cuba. The government of he island has been for the last three years comwe creole planters are supporters of the insurection, and the connection with Spain simply upheld by the stern energy the volunteers, who object to the severance of the bond, partly because they would deprived of the profits they obtain from

of the volunteers, who object to the severance of the bond, partly because they would be deprived of the profits they obtain from the posts they hold under government, partly because they know that separation would be fatal to shavery. We can form some idea of the relations of cuba to Spain it we suppose that the planters in the Southern States had revolted against the Union with the aid and sympathy of the slaves, while the Union cause had been upheld by the "mean whites," who deemed it to be the best guarantee for the maintenance of the peculiar angitution. The emancipation decrees of the Madrid government have been treated with contempt by their Cuban adherents, and the various Governors General sent out from Spain have found it uscless to contend against the Junta, which really rules in Cuba. Spain, under the iederal Republic, has no solders for service in the Analies; and even if sac had, her troops could hardly coerce the volunteers without promoting the aims of the insurgents. Thus, all Senor Castelar can do is to use moral influence with the volunteers and convince them of the expediency of giving up their leaders to justice in order to stone for an offence which in Cuba is regarded as a grand vindication of national dignity. His success in this attempt at persuasion is more than doubtful, and yet, if he iails, the American government will be almost compelled to take the law into its own hands and obtain redress by an armed intervention in the island.

(From the London Hour, Nov. 18.]

Nothing could be more untoward just now than a war between the United States and Spain. To Spain it would mean not only a crowning humilation, but also the total and irrecoverable loss of Cuba, the last relic of a once magnificent colonial empire. To the United States it would mean the enforced acquisition of a territory which, under present circumstances, it will be highly inconvenient for them to hold, and the acceptance of additional policy of the United States to take much heed of the hierand to be experiment, but gre

janizaries in Cuba; but these executions, some of them, at least, in deflance of its direct orders, have brought that want of control into strong renef. Apart from all questions as to the internal govern-ment of the island we have a right to demand, in the interest of civilization, that Spain shall either assert her own nower over her representatives or assert her own power over her representatives or small let others step in and keep them in order. If the Spanish volunteers repudiate responsibility to the government of Madrid they must be made to feet their responsibility to the opinion of the civil-ized world.

[From the London Telegraph, Nov. 18.]
With respect to Cuba this country can aword to take a periectly impartial attitude. So long as the Dinted States was a great slave Power the annexation of Cuba to the Union was a contingency we could not contemplate without airam. The Pearl of the Antilles, as a slave State of the Union, would have been a formulable competitor, as a slave of the Child.

ation of Cupa to the Union was a contingency we could not contemplate without alarm. The Pearl of the Antilles, as a slave State of the Union, would have been a formadable competitor and dangerous meighbor to our own free possessions in the West Indian Main. But as things now are considerations of policy as well as humanity would lead as to look with a favorable eye on the transfer of Cuoa from the rule of Madrid to that of Washington. * * * In the American government choose to recognize the insurgents as beiligerents the severance of the island from Spain becomes a mere question of time; and, in consideration of the abolition of slavery, the United States might easily guarantee the independence of Cuba against any attempt on the part of Spain to re-establish her sovereignty. A protectorate of this kind would be lar more valuable to the Union than any formal annexation, and would avoid the difficulties inherent, on the most favorable supposition, in any plan for incorporating a new State with a negro population and a dominant caste of Spainish Creoles.

[From the London Daily Standard, Nov. 18.]

That this is a perfectly legitimate cause of quarrel for the United States is indisputable, and the justice of their case cannot be anacted by the fact that Cuba is a very rich and a very tempting prize, which it has been long the ambition of American politicians to seize. The conduct of the Cuban anathorities in shooting the crew of the Virginius is entirely without justification. Making every allowance for the repeated provocations they have received—for the flumerous wrongs they have endured at the hands of the flibustering expeditions, organized on American soil and despatched in American ships—it must still be conceded that the Cubans have been guilty of a fagrant outrage against the law of nations, for which the Americans have every right to exact reparation. At the same time the warms to exact reparation. At the same time the warms to exact meaning at the trouble we have taken and all the mouey we have spent to

SUNDAY AT THE BROOKLYN NAVY

Preparations Going Forward-Drafting a Crew for the Colorado-Machinists Busy on Other Vessels-Are We Nearer War Than Ever !-- Colored Recruits for

ships and shops of the Navy Yard of this station gesterday—a fact which was naturally regarded as senificant in face of the reported adjustment of pending dimenity with Spain. A representatree of the RESALD made a tour of inspection of the yard and latied to detect anything that could warnt the opinion expressed at Washington, that mether preparation was not necessary. As evither preparation was not necessary. As evi- structed at Nantes 17,2865, and our not losing our of the assertion it may be remarked that on masts proves this. Six was owned by Mr. Emp

board the frigate Colorado a large force of riggers were engaged in putting the finishing touches on the rigging, the lower and topsail yards all being in place. The battery is nearly all on board and 24 hours will suffice to provision her. Crossing over to the cob dock the writer made his way to the spar deck of the receiving ship Vermont. Mate Gainsford, who had the deck, was just giving the order to a boatswain's to call all the seamen on deck. The boatswain's shrill whistle rung out instantly, attracting the attention of the blue jackets below, and with a hoarse voice the summons was given.

Ayou hear, there below! Lay ait on the port gangway of the spar deck all the seamen in the ship."
Up tumbled the boys, and, taking their position as toid, responded to their names, which were called until about 180 of that class were toid off. Then the ordinary seamen were piped on deck and upwards of 150 were selected in rotation. Next came the landsmen and boys, until 400 men, all toid, were counted. These men are intended for the crew of the Colorado, and will probably go on board their gailant ship to-day. The draft is a fine one, and Captain Ransom has drawn a good crew, judging from a physical standpoint. Many of the sailors are old man-of-war's men, and they expressed themselves as quite fortunate in coming in for the Colorado, while those whose names were not reached on the roster deplored their luck, learing assignment to monitors, which are very unpopular among the "shelibacks." The draft in question leaves but 130 men on the receiving ship, which is under command of Captain W. W. Low.

The recruiting clerk of the Vermont, H. F. Patterson, reports that the number of men received daily is about 20, on an average, of which number hair come from the Exchange, No. 157 Cherry street. Heretofore the government has been fastidious in the selection of men, rejecting landsmen, as a rule. On Saturday night orders were received from Washington to "ship all landsmen applying whenever found physically qualified." The unemployed young men desirous of sea service have thus an opportunity afforded to "rough it?" in the navy, with a prospect of active service ahead. Commander Merriman, the executive officer of the Colorado, inspected "the draft?" and made arrangements for selecting his petty officers.

Machimists were working on the Florida, Minnesota, Dictator and Roanoke all day.

The Arapites, Spanish iron-clad, has all her repairs completed, and win be floated out of the dry dock at the yard to-day. She will then take her battery on board. Her guns are now lying on the saluting dock, near the battery.

The general sentiment expressed by officers with whom the reporter conversed was that we are nearer a war now than ever before. They contend that the Spanish Mi told, responded to their names, which were called the ordinary seamen were piped on deck and up-

THE TROTTING AT FLEETWOOD PARK.

NEW YORK, NOV. 29, 1873.

TO THE EDITOR OF THE HERALD :-Referring to the just censure of your reporter in this day's issue upon the manner in which the race between Charley Green and Tanner Boy was conducted yesterday no fair-minded person who was present can, for a moment, fail to coincide with his deserved strictures; and, in fact, the race-going public have reason to congratulate themselves that in this case there was present a reporter of the press of sufficient integrity, independence and disease is making its appearance—and jong deserved, of a system of chicanery and swin-

win. This was the case, evidently, between Charley Green and Tanner Boy, and the way the race was conducted aroused the indignation of every lover of har play as well as that of your re-

race was conducted aroused the indignation of every jover of lar play as well as that of your reporter.

Now I would suggest as a remedy to this that between the heats no driver be allowed to communicate or be afforced an opportunity to get into collusion with outside parties interested in the race, nor with the pool seliers or their representatives. Let them be obliged to remain in the room of the judges' stand, where the judges are, and where they are weighed, until the race is over; and if a rule of the association is necessary to that end let us have it. And where any intermedding or collusion of interests on the part of a driver is discovered let him be ruled off the track. Otherwise, if something is not done to prevent this system of cheating and swinding, no gentleman will care to frequent these tracks, much less add zest to the occasion by wagering; and hence the culture and advancement of the racehorse will suffer; and just here, Mr. Editor, your special prerogative and Gity comes in. Places devoted to this amusement of the respectability of Fleetwood Fark cannot afford to have such occurrences transpire as did there yesterday which, to use the language of your reporter, are stamped "as astonishing even the most brazen faced sharper." Let whoever is guilty in this case be punished and foremost among those to be investigated by the National Association (who should have charge of this, it not of the race, they have of the track), are the drivers and pool sellers. Let the other stereotyped sharpers be kept off the track, as so many pickpockets and Peter Funks, and then und not till then will gentlemen and their families feel a confidence and a pleasure in visiting these trotting meetings. The last two heats of the race between Charley Green and Tanner Boy were a frand, and with many others I do not hesitate to stamp them as such. The horses were advertised to go under the saddle, and the pools were sold accordingly with that understanding. As soon as it was found that that understanding. As soon as it was Now I would suggest as a remedy to this that

SHIPWRECKED MARINERS.

The Terrible Hardships Undergone by the Crew of the French Bark La Gloire-Three Days and Two Nights on a Sinking Craft-The Vow to the Virgin

The ship General McClellan, which arrived in this. port on Saturday, brought the crew of the French bark La Gloire, which was failen in with on the 16th of last September, in latitude 56 40 south and longi-tude 70 30 west, in a sinking condition, having 10 feet of water in her hold. The following is the story told by one of the survivors to a HERALD reporter yesterday :-

STATEMENT OF L. MOLLINGER. I was a sailor on board the bark La Gloire, and shapped in Bordeaux on the 25th of last May for a voyage to Callao, in Peru. Our cargo consisted almost exclusively of wine and brandy. The craft

La Vallette, of Bordeaux, and commanded by Cap La Vallette, of Bordeaux, and commanded by Cap-tain Grillette. We were all very happy, and all went well on our voyage till we had crossed the Atlantic, and got into the latitude of about Buenos Ayres, when we experienced con-tinued head winds and high seas, the wind blowing from the south and southwest. This was about the end of August and the commencement of Sep-tember. On the 12th day of the latter month we were struck by a frightful sea, which almost swept our decks. One of our four boats was knocked into splinters and the other three went by the our decks. One of our four boats was knocked into splinters and the other three went by the board, the rail on the port side was carried away, and on the starboard side it was so much sprung that there were great holes in, through which we could put our hands. We soon received news that the ship was leaking, so that all hands were told out to the pumps. The Captain worked nobly with us and told us not to be discouraged or lose heart. On the morning of the 13th, at five o'clock, we were struck by another fearful sea, which smashed in our cabin on deck, carrying me bodily with the receding water out of my bunk on to the deck. The Captain's cabin alt was deliged in a similar manner, and his chronometer, marine charts, &c., rendered useless. The caboose, which adjoined our sleeping quarters, was also grievously damaged, and no cooking could take place. Every stitch of clothing on board the ship was wet, and we had no change. The second sea which struck us also diapidated our remaining bulwark to a greater extent, and wave after wave swept our decks. It was impossible to carry any canvas at this juncture, and in addition to this I may mention that during the terribic gales we had gone through we had lost nearly all of them. The ship certainly had spare sails, but we were unable to bend them. In spite of our efforts at the pumps the water was gaining on us rapidly. We threw about 60 large cases of wine and merchandise into the sea to see if we could lighten La Gloire, but it seemed to nave little or no effect. The water poured in where the port bulwarkshad stood, and we could touch the cargo with our hands. The Captain ordered us to nail canvas over the hole, and we did so. While so engaged Lollier, one of our crew, was wasted overboard, but as fie had secured a rope round his body he was saved.

We all took a solemn vow to the Virgin that if our lives were spared we would go in a body, in the clothes we then wore, to thank her for her divine add to us poor sailors so lar from fone. We drank while, taken irom the col into splinters and the other three went by the board, the rail on the port side was carried away,

THE EPIZOOTY AGAIN.

The Horses Again Threatened With the Coughing Piague-A Visit to the Car Disease Light as Yet-Are We To Have Another Epizootic Infliction?

The dreaded epizooty seems again about to break out in the city, and it is not impossible that we may see repeated the scenes of last winter, when business was almost at a standstill in consequence of the want of horseflesh to do the ordinary carrying of the city trade. Uptown residents do not need to be reminded of all they suffered during the horse plague, and how difficult they found it even to reach their business places owing to the want of accommodation offered by the car and stage companies, who were made quite helpless by the disease which had overtaken three-quarters of their animals. The fact that again the ssness, to strike the keynote of condemnation it is fair to suppose the same results deserved, of a system of chicanery and swin-will follow—at almost the same period, cumstances of Spain is, however, a matter for regret rather than for satisfaction.

[From the London Daily News, Nov. 18.]

The affair of the Virginius assumes greater proportions day by day. Whatever may be the excuss which the Spanish antifortites may have to give for their conduct, it is evident that the apology and reparation are due as much to our own government as to that of the United States. Thanks to the promptitude of the Forcign Office, we are able to publish to-day the names of the British to the promptitude of the Forcign Office, we are able to publish to-day the names of the British to the promptitude of the Forcign Office, we are able to publish to-day the names of the British fortunate of the orday the names of the British fortunate in Forcian of the United States. Thanks are colored abeen shot, and seven, say of whom were colored these persons, all bearing English names, had been shot, and seven, say of whom were colored these persons, all bearing English names, had been shot, and seven, say of whom were colored these persons, all bearing English names, had been shot, and seven, say of whom were colored these persons, all bearing English names, had been shot, and seven, say of whom were colored these persons, all bearing English names, had been shot, and seven, say of whom were colored the spanish of the Carlot of the Car

that it does exist, and, if the experience of the past can be taken as a criterion, the spread after the first symptoms will be very rapid.

A reporter of the Rieald made a visit yesterday to the several principal car and stage stables in the upper portion of the city to verily the statements as to the extent of the disease. The reporter also had an interview with one of the leading veterinary surgeons of the city, one whose system did much last season in efecting cures of the disease, and whose information, therefore, on the subject may be considered as valuable. He said, in answer to questions on the subject:—

'I have no doubt that with all things equal we shall see this year a repetition of the scenes of last among the horses, and very likely when the first cold weather of the season begins each year the disease may appear in its old form. We have the advantage of knowing something more about it than we did at first, and almost all veterinary surgeons here know how best to deal with it. But under the most favorable circumstances the disease is one which takes much longer to extinpate than it does to come, and valuable time must be lost by the appearance of the disease. There is no doubt that what is known as the epizooty is simply a very severe form of cold which attacks the ornorhal tubes and causes them to infaine to such a degree that respiration often becomes impossible. This is accompanied by a species of running datum the text when the summal, and by wholy to become weak and emaciated male and the horse may be put in a condition to work once more. But I have much doubt if the disease is ever completely extirpated from the system of the horse and upon slight provocation, such as standing in the cold while perspiring, or not being housed sufficiently warmly, the malady may appear with all its first vigor, and the animal will begin to droop and tail away as before, subject to the same remedies if it has not taken to olse has a power of the summel with the work of the animal warmly the malady may all the

has not been much affected either. It is said that some eight horses are affected by the distemper and that even these were not scranish topplied

ilicyed to be the catarrhal plague which created such havoc last year. The line runs as usual its mill number and expects to continue in the same way.

The Eighth Avenue Line.

This line, one of those which suffered most last year, has about ten horses affected by the disease and a few more running at the nose. There is some fear here that the disease may spread, but it is said that if the present fair weather continues the critical period will be passed over without serious trouble.

THE NINTH AVENUE ROAD has also several horses affering more or less from the disease. A few are serious cases, but are being kept at work, as it is not believed the distemper will spread.

THE SIXTH AVENUE LINE
have four cases in the hospital which are somewhat aggravated, but the general run of the horses are in as healthy a condition as they have been during the past year. The disease does not appear to be spreading at all.

THE GRAND AND FORTY-SECOND STREET LINE is said to have quite a number of horses in the hospital, the majority of them having the epizootic.

The East Eroadway has a number of horses sick, some with the cpizooty, about ten, and others are running at the nose.

The Avenue B line has eight horses suffering from the disease and a flumber of others slightly affected.

The Second avenue line has thus far a healthy record and does not appear to show any symptoms of an aggravated attack of the disease.

THE STAGE COMPANIES

suffered very severely last year from the disease, and the probability is that this year they will be more affected than the car companies. The Fourth avenue line has 12 horses down with the distemper; the Fulton ferry line has six, with quite a number coughing; the Twenty-third street line, which completely stopped for a time last year in consequence of the disease, has lo horses affected with the epizooty.

THE EXPRESS HORSES

have not been attacked to any great degree with the disease, though as few animals belonging to the Adams Express Company, the United and Dodd's, are suffering from the e

SHIPPING NEWS

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF DECEMBER.

Abyssinia	Dec.	3	Liverpool	4 Bowling Green
Nevada				2º Brondway.
Olympia	Dec.			7 Bowling Green
Bremen	Dec.			2 Bowling Green
risia				61 Broadway
Oceanic	Dec.			19 Broadway.
City of Montreal	Dec.			15 Broadway
SEVDI	Dec.			69 Brondway
darathon	Dec.	6.	Liverpool	ABowling Green
Deutschland	Dec.	6	Bremen	2 Bowling Green
Victoria				7 Bowling Green
oethe				113 Broadway.
Algeria	Dec.			4 Bowling Green
annattan	Dec.	10	Laverpool	29 Broadway
dacedonia	Dec.	10	dlasgow	7 Bowling Green
ity of London	Dec.	11	Liverpool	15 Broadway.
Westphoua	Dec.	11	Hambury.	ol Broadway
Republic				
Greece	Dec.	13	Liverpool	69 Broadway.
Virginia	Dec.	13	Giasgow	72 Broadway.
ereire	Dec.	13	Havre	58 Broadway.
Donau	Dec.	13	Bremen	2 Bowling Green

Almanac for New York-This Day.

PORT OF NEW YORK, NOV. 30, 1873.

ARRIVALS. REPOSTED BY THE HERALD STRAM YACHTS AND HERALD WHITESTONE TRLEGRAPH LINES.

REPORTED BY THE HERALD STEAM YAGHTS AND HERALD WHITESTONE TRIEGERAPH LINES.

Steamship France (Br), Thompson, Liverpool Nov 15 and Queensiown 16th, with make and 228 passeugers to F W J Hurst. Had moderate weather to the Banks, since structure of the control of passengers to d'Lorliard.

Steamship E C Knight, Chichester, Georgetown, DC, with indse and passengers to J C Kenyon.

Steamship Lord Citye (Br), Urquhart, Boston, in ballast to Snow & Burgess.

Ship Don Enrique (Peru), Barrera, Cebu, Aug 5, via St Helena Sept 21, with sugar and hemp to Fabbri & Chauncey. Nov 26, int 36, ion 72, saw a bark steering SW, with loss of foretoppallantmast: 28th. off Hatteras, saw a Norwegtan bark steering NE, with loss of mizzentopmast.

saw a Norwegian bark steering NE, with loss of mizzentopmast.

Ship Hermine (Ger), Jahng. Bremen 64 days, with mides and 12 passengers to J A Paull. Get 25, ist 50, ion 35, encountered a violent hurricane, commencing at SW, veering around to N. lasting 15 hours, causing the vessel to leak badly; Nov 7, lat 44 50 N, lon 49 40 W, bassed the wreck of a vessel of about 500 tons dismasted, waterlogged and abandoned.

Bark Dagonal (Nor), Haave, Amsterdam Sept 30, via Plymouth Oct 9, in belliast to order.

Bark Clara (Ger), Flemming, Rotterdam 63 days, with midse to C Tobias & Co. Nov 18, lat 37 30, lon 70, experienced o severe hurricane, commencing at SW, veering around to WNW, lasting 26 hours; tost maintopsail, stove bulwarks, Sc.

Bark Metoor (Nor), Van Kervel, Genoa 65 days, with marble and rags to J B Phillips & Sons; vessel to Funch,

around to WNW, lasting 24 hours; lost maintopean, stove buiwarks, &c.

Bark Metoor (Nor), Van Kervel, Genoa 65 days, with marble and rags to 3 B Phillips & Sons; vessel to Funch, Edye & Co. Passed Gibrailar Oct 12; Nov 18, lat 33, lon 75, had a violent hurricane, sommencing at SW, veering around to NW, lasting 12 hours; lost jibboom and lower foretopeall yard.

Brig Louisa Price (Hayt), Wilson, St Marc 13 days, with logwood to R Murray, Jr.

Schr Racel, Ludham, Virginia.

Schr Wanata, Winnerton, Georgetown, DC.

Schr Paul & Thompson, Taylor, Georgetown, DC, for Somerset.

Passed Through Hell Gate.

BOUND SOUTH.

Schr Speedway, Coffin, Windsor, NS, for New York, 13 days, with plaster to New York Plaster Co.
Echr E C Rankin, Hall, Hillsboro, NS, for New York, 15 days, with plaster to D R DeWolf & Co.
Schr Lcuisa Boardman, Norwood, Calais for New York, with lumber to Sumpon & Clap,
Nehr Ocean Belle, Mills, Hockland for New York, with lime to J. R Brown. with injuner to simp-on & Chapp.
Schr Ocean Belle. Miles, Rockland for New York, with
ime to J E Brown.
Schr G M Partridge, Bunker, Rockland for New York,
with lime to J E Brown.
Schr Gen Howard, Erskine, Bangor for New York, with

lumber to order. Schr Olive, Avery, Calais for New York, with lumber to order. Schr July Fourth, Cobb, Bangor for New York, with imber to order.

-chr Cetacean, Nason, New Haven for Virginia.

-chr Alies C Noyes, Bishop, Providence for New York.

-chr Julia A Jamison, Smith, Providence for Philadel-

Sehr Julia A Jamisson, Smith, 1984.
Sehr Angola, Fleming, Boston or New York.
Sehr Mediator, Davis, Pall River for New York.
Sehr A Peters, Hopkins, Providence for New York.
Sehr B F Lowell, Price, Boston for New York.
Sehr Montrose, Allen, Trovidence for New York.
Sehr Eugene, Fry, Thomaston for New York, with lime

to order.
Schr Pedro A Graw, Cobb, Boston for Philadelphia.
Schr Nathl Holmes, Northrup, Newport for New York.
Schr Kate Scranton, Palmer, Providence for New Schr Kate Scranton, Paimer, York, schr Geo M Wentworth, Wentworth, Calais for New schr Geo M Wentworth, Wentworth, Calais for New schr Geo M Wentworm, wenner to York, with lumber to master. Schr Koret, Dunham, Gardiner for New York, with shingles to Creed Bros. Schr Katle Mitchell, Esstman, Bath for New York, with

Schr Katle Mitchell, Esstman, Bath for Now York, with lumber to Creed Bros.
Schr Jaura Roberts, Providence for New York, Schr JW Groskey, Mitchell, Providence for New York, Schr S E Nightingale, Illilard, Eastport for New York, with fish to order.
Schr Theodore Dean, Babbitt, New Haven for New York, Schr Danl Brown, Morris, Pall River for New York, Schr Danl Brown, Morris, Pall River for New York, with indise and passengers. BOUND EAST.

on.

Schr Thomas Hix, Derby, New York for Boston.

Schr Belle Brown, Nash, New York for Boston.

Schr Blackstone, Nickerson, New York for Providence.

Schr Hattle Chevatler, Joyce, New York for New Ha-

Marine Diamsters.

Marine Diamsters.

Marine Diamsters.

Marine Christopher on the Australian coast on Sept 11, during tempestuous weather. She was got off and taken into Eydney, and put in dock on Sept 17, when it was found that she was so badly damaged fore and aft as to excite surprise that she was kept affort at all. She will have to be stripped, and will be compelled to undergo a regular survey.

Bark Troumstoum (Br), from Gloncester, E. for Wilmington, NG, was reported as at anchor off Morchead City bar Nov 25, waiting to go in. She is reported as having lest part of her bulwarks and austained other slight damage.

damage.

Bare Eller Richers (Ger), Rehn, from Hollo for Boston, arrived below the latter port Nov 30 with loss of bulwarks and cabin hones stove.

Whaling Bare Progress, at San Francisco Nov 21 reports that an Mov 11, 10 lat & N. 10n 156 W. encoun-

Brig Magaguapavic (Br), from Sydney, CB, for St John, MB, was totally wrecked Nov 24 on Grand Menan.

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Crew arrived at 8t John, MB, Nov 22.

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Crew arrived at 8t John, MB, Nov 22.

Brig Rriswing, Myrick, from Baltimore for Rie Janeiro, before reported abandoned, excountered a hurricane Oct 17. Lat 31 40 N, Ion 46 W, and was thrown on beam gads; cut away masts and righted; 23d, all hands were taken from the wreck by bark idolque (Br), from New York for Montevideo, and on Nov 1, lat 22, lon 41, she transferred them to bark Henry Cook (Br), which landed them at Pensacola Nov 28.

Schu Gro Taulane, from Philadelphis for Montevideo and off Bulkhead Henry for Mantevideo and for Mor J, lat 22 lond off Bulkhead Henry for Mantevideo and for Mor J, lat 22 lond off Bulkhead Henry for Mantevideo and for Mantevideo Bulkhead Henry for Mantevideo and for Mantevideo Bulkhead Henry for Mantevideo and for Mantevideo Bulkhead Henry for Ma

Schr Gro Tablane, from Philadelphia for Boston, rot off Bulkhead Bar, Delaware Bay, at 9 AM 29th, and proreeded.

Schr Addix Brown went ashore east of Faton's Neck in the gale of Nov 17; drove up above high water mark and will probably be saved.

Schr New Dominion (Br), from St John NB, for Boston, before reported sshore on Campobello, has been got affect and taken to Lubec for repairs.

Liverpool, Nov 25—The Silver Cloud has put into Gravosend damaxed by collision. (Bark Silver Cloud, Capt Robertson, has been reported by cale as sailing from Antwerp about Nov 24 for United States).

Praviscrous Nov 29—Thee-fourths of the cargo of

from Aniwerp about Nov 2 for United States).

Provincerows, Nov 29—Three-fourths of the cargo of brig Maria (Ger). From Cape Town for Boston, ashore at Race Point, has been discharged, and the remainder will be got out on Monday next. It will be carted to Provincetown and forwarded by rail to Boston.

Capit Hodgdon, or sohr Agnes, at Brunswick Nov 24 from Charleston for Satilia, reports left Charleston Nov 14, and 16th was struck by a squail from SW, which increased to a gale, and continued to 1/th, when it reached a perfect hurricane, lasted till night of 20th. Nov 19, lat 32 20, lon 75 20, fell in with bark Tangier, Cringte, from Pensacola, of and for Liverpoot, in distress, and took off all hands, 17 in number, in a perishing condition.

Doven, Nov 17—The Rydal Hall (s), of Liverpoot, passed here this morning; she is reported by Deal boutmen to have been in collision off Faireigh with a large Dutch ship, outward bound, name unknown; the steamer is bound for Antiworp from Philadelphia, and has two of ship's crew on board. The Rydal Hall arrived at Antwerp 18th.

Miscellameous.

Miscellaneous.

Miscelinneous.

The English steamship line between \$\mathbb{a}\$n Francisco and Australia will be inaugurated by the departure of a vessel from Sydney on the löth of Dec. The contract is for a four-weekly service for six years, between San Francisco and Sydney, via Honolaiu and the Fiji Islands, with the option of a branch line from the latter to New Zealand. The service is to be performed with first class steamers of a guaranteed speed of 10 knots an hour for a subsidy of 243,000 per annum for the main line, and 212,000 per annum for the main line, and gregor, lately employed—in the China branch of the Pacific Mail Company, whose date of departure is Jan 27.

Whalemen.

Whalemen.

Fayal, Nov 1—The American whalers Commodore Morris, Mermald, kinks; and Stafford. King; all from New Bedford, put in here Oct 25 for provisions and to deposit sperm oil. The two former loft 5th. The Pacific, Borden, irom New Bedford, put in here yesterday for provisions, &c. and left same day.

Arrived at St Helena Oct 15, bark George & Susan, Heyer, of NB, trom a cruise; 21st, bark Greyhound, Smith, of Westport, from do.

Arrived at San Francisco Nov 22, bark Progress, Dowden, 22 days from Fox Island, 1100 bbls oil, 17,000 lbs bone, 600 do ivory.

Cleared at do 22d, bark Java, Fish, to cruise.

At Fayal Oct 31, bark Facilic, Borden, NB—no report. Arrived at Bravo, CVI. Sept 12, schr Koswell King, Fuller, NL, having taken 30 bbls sp 0il and lost Iwo whales by irons breaking.

Spoken.

Spoken.

Ship Janet Court (B), Fisher, from Calcutta for New York, Oct 12, lat 36 12 S, Jon 23 25 E, Ship Timour, Robbins, from Calcutta for Boston, Oct 13, lat 28 28 S, Ion 84 18 E.

Ship Elvira Alvarez (Col), Hopps, from Port Gamble for Valparaise, Nov 18, lat 38 30 N, Ion 17 75 W.

Ship British Viceroy (Br.), Butchard, from Calcutta for New York, Oct 11, lat 31 36 S, Ion 12 35 E.

Bark Henry Palmer (Br.), From Silloth for Darien, Nov 10, lat 48 20, lan 11 46.

The Coulnakyle, from Calcutta for New York (7), Sept 29, lat 33 S, Ion 35 E.

OUR CABLE SHIPPING NEWS.

TELEGRAM TO THE NEW YORK HERALD. Movements of Vessels from and for the United States. LONDON, NOV 30, 1873.

LONDOR, Nov 30, 1873.

VESSELS ARRIVED.

Arrived at Liverpool Nov 29, bark Hermine (Br), Hiscocks, from Portland, Oregon; brig Samuel Berner, Hower, from Bangor, Me.

Arrived at Gravesend Nov 30, ship Elizabeth Dougali (Br), White, from Baltimore; bark Nancy Bryson (Br), Reid, from Wilmington, NC.

Arrived at Plymouth Nov 30, barks Lorenzo (Nor), Kasselberg, and Bygdo (Nor), Christiansen, from New York via Queenstown.

via Queenstown.

Also arrived at Plymouth 30th, steamship Holsatis (Ger., Barends, from New York for Hamburg.

Arrived at Deal Nov 33, bark Cort Adler (Nor), Larsen,

from New York for London,
Arrived at Queenstown Nov 30, bark Ferda (Nor), Christiansen, from New York; brig Ahto (Rus), Thom, from

Also arrived at Queenstown 30th, steamship Kinnesots

from New York.

Arrived at Barrow Nov 30, steamship Zanela (Br),
James, from New York.

Arrived at Moville Nov 29, steamship Nestorian (Br), Watts, from Quebec (and sailed for Liverpool).
VESSELS SAILED.

Watts, from Quebec (and sailed for Liverpool).

VESSELS SAILED.

Sailed from Liverpool Nov 29, Gremar, for Pensacols.
Sailed from Hull Nov 29, Martin, for Philadelphia.
Sailed from the Clyde Nov 29, Confidence, for Pensacola.

Foreign Ports.

Gibraltas, Nov 4—Arrived, bark Giovannina (Ra),
Califano, Philadelphia (and sailed 6th for Triesto); Drig
Simwankie, Perkins, New York, tand sailed 10th for —);
Sih, bark Sadanadic, Geyer, Iviza (and sailed 10th for Triesto); Drig
Sih, bark Sadanadic, Geyer, Iviza (and sailed 10th for Triesto); Drig
Sailed from the Clyde Nov 29, Confidence, for Pensacola.

Foreign Ports.

Gibraltas, Nov 4—Arrived, bark Giovannina (Ra),
Califano, Philadelphia (and sailed 10th for Triesto); Drig
Simwankie, Perkins, New York, Salanadic, Geyer, Iviza (and sailed 10th for New York), Basiled John for New York), Saland John for New York,
Sailed from Hull Nov 29, Martin, Find Saland John Managa for Simple Charleston): 7th, bark Ansio (Itus), Schroder, marsenies (and salied 10th for New York).

Salied 3d, brig Hermanos (Nor), Larsen (from New York, Brindish, having repaired; 5th, bark Francesco Cliento (Ital), Cacace (from New York), Naples.

Towed through the Straits 3d, brig Susan Bergen, Tuhill, from Malaga for New York; 9th, barks Smyrniote. Mayo, from Sunyrna for Boston: Deodarus (Br), Gartheter, from Malaga for New York; brigs SP Smith, Dodge (from do for do; Alice M Putnam, Bogers, Irom do for Soston. In port Nov 10, bark John J Marsh, Fickett, from New York, disg. Malaga, Nov 10—Arrived, bark Horace Scudder, Gould, ahon. Sailed 10th, steamsnip Nelson (Br), Scott, New York via Imeria. Matangas, Nov 21—Arrived, brig Lije Houghton, Rose, Portland.
NEWCASTLE, NSW, Sept 13—Arrived, barks St Lucien (Pr), Aubriot, Melbourne: 15th, Grace Roberts, Dahler, lo. St Marc, Nov 17—In port schr Lavinia Bell, McIntyre, or Boston in 10 days.

Stroker, NSW, Sept 16—Arrived, ship Horatio, Hardy.
New York (before reported without date).

In port 20th, ship Eastern Light (Br), Perry, for San

Francisco.
Sybney, CB, Nov 1:—Cleared, barks G P Payzant (Br),
Dewis, New York; 19th, J L Wickwire (Br), Williams, do. ANTWERP, NOV 14-Arrived, John Zittlosen, Wilkinson ANYWER, NOV 12-ATTICE OF THE STATE OF THE ST

Jago.
Sailed 16th, Velox, Stoesen, Doboy.
Sailed 16th, Velox, Stoesen, Doboy.
Bosros, E., Nov 15—In Clayhole, windbound, Flora,
Pedersen, and Glacomo Mortola, Chiesa, for New York.
Bangow, Nov 15—Sailed, Boilvia, Murphy, Savannah.
Campre, Nov 16—Sailed, Stanley Sleath, Alexander, Entered out 14th, Carrie Purington, Whittemore, for Rio Janeiro. Calais, Nov 16—Arrived, Iphigenia, Quedens, San Fran-

CISCO.

CRONSTADT, Nov 10—Sailed, Missouri, West, London.
Datt, Nov 16—Arrived, Belle, Angensen. London for
New York (and sailed); 18th. Niagara, McFarland, and
Elena Cordano, Schiamno, do for do; Nordens Dronning.
Helleren, do for Pensacota; Luna, do for Boston (and all
sailed).

France, Co. sailed). ELSINGE, Nov 8—In the Sound, Garibaldi, Hoyer, from New York for Copenhagen. FALMOUTH, Nov 16—Arrived, Nor, Winnes, Philadelphia ERNOCK, Nov 15—Sailed, Jehu, Little, Barbados, AMBURG, Nov 16—Off, Edith, Rogers, from Antwerp for New York. Hamburg, Nov 13—Arrived, Saxonia (8), Nielsen, New New York.

HABBUEG, Nov 13—Arrived, Saxonia (s), Nielsen, New York.

HELVORT, Nov 14—Arrived, Matilda Hilyard, Brooks, Brouwershaven.

HAYRE, Nov 15—Arrived, Enmore (g), Brown, New Or-

HAVRE, NOV 15—ATTIVED, ERMOTE (2), BYOWN, NEW VI-leans.
Sailed 13th, Saga, Oben, New Orleans.
1818 or Wight, Nov 15—Passed the Wight, Mary A Way,
Russell, from London for Buenos Ayres.
14vkirpot. Nov 16—Arrived, Hecla (2), Murphy, Boston:
Victory, Watson, St John, NB.
Sailed 15th Marjaret, Cawley, Tybee; 16th, Axel, Bendesen, Philadelphia; Teresa, Tagnotos, Savannah.
Entered ont 16th, Twilight, Hattrick, and Blue Jacket.
Krogh, for New Orleans; Texas (2), Bouchette, do via Port
Royal; Gen Birch. Federsen, Pensacola.
1603008, Nov 15—Cleared, Nicolo Barabino, Piazza,
New York: 17th, W P Jenkins, Seely, Cardiff and Savannah.

Arrived at Gravesend 17th, Mindora, Moddrell, San Prancisco.
Sailed from Gravesend 15th, Wilhelm, Pensac la.
Sailed from Gravesend 15th, Wilhelm, Pensac la.
LANCASTER, Nov 15—Sailed Rex, Kristensen, Pensacela.
LONIOSPEREN, Nov 17—Cleared, Harvest Home, German, New Orleans.
LIMBERICK, Nov 15—Arrived, Sampo, Steinmann, Balti-

more Lagnons, Nov 13—Arrived, Sampo, Steinmann, BattiLagnons, Nov 11—Arrived, Hancock, Collins, New York,
Sailed 12th, Pidella, White, Palermo.
MONTSYIDEO, Oct 11—Arrived, S F Hersey, Small, Cardiff (before reported without date).
New York, Nav 12—Entered out, Ocean Home, Sohst, for New York. New York:

PLYSOUTH, Nov 16—Arrived, Superbo, Tomanich, New York for Southsmpton
Sailed 15th, Medina, McKutt, New York,
Pankanck, Nov 16-Passed, Loch Earn, Robertson, from Loudon for New York,
PILLAU, Nov 12—Arrived, Alexandria, Ricketts, Philadelphia.

ROTTERDAR, Nov 14—Cleared, Duishgra, Holles, Baltimore: Mary Wiggins, Masher, Charleston,
NVISKNUNDS, FOV 12—Sailed, Marie, Ramien, Philadelphia.

phia.

Nr Helbria, Oct 15—Arrived, Magdala, Brough, Colombo

(and sailed 18th for New York), American Eagle,

Nr Vincsor, CVI. Oct 15—Arrived, American Eagle,

Bhiel is; 19th, Warren Hallett, Doane, Boston (and sailed Bhiel is; 19th, Warren Ballett, Deane. Bossel. Men. Mr. Valencia, Nov 8-Arrived, Bounding Billow, Reynolds, New York. Nov 15-Arrived, Repler, Romano, Baltimore for Newry.

BOSTON, Nov 30-Arrived, schra Mary B Dyer, dinia; Sepouset do; Henry A Paul, Baltimore; Joi inneck, Philadelphin; Bessie Morria do, Selow, Kiles Sichasers (Bern, Belan, Holle.

for Cuba.

28th Arrived, brig H H McGilvery, Stubbs, N. 28th Arrived, 57th for kichmond. BELFAST, Nov 10—Sailed, schr Laura M Emily Chriss, Mostoni C.A. Benliey, New York.

EASTFORT, Nov 22—Cleared, brig Ethel Bolton, Haney,
Havana.

ELLSWORTB, Nov 22—Cleared, schr Mary Lord. Lord.

Philadelphia.

EDGARTOWN, Nov 26, AM—In port schr Mary Shields,
Snowman from New York for Salisbury.

FORTERESS MONROE, Nov 32—Passed in. barks Clifton (Br), Raffle, from Rio Janeiro; Paramount, Holt.
from Navasas; Angelica (Hal), De Martino, from Bellast;
brigs Chowan. McFarland, from Rio Janeiro; Glara J
Adams, McFadden, from Turks Islands; Hattle 8, from
West Indies; also a vessel from Austria (all bound to
Baltimorol.—Barks Maria (Rus), for London; Sel Amicl
(Ital), for Queenstown; US steamship Despatch, from
Noriolk, passed the fort at noon to-day en route for Key
West.

(ital), for Queenstown; US steamship Despaich, from Noriolk, passed the fort at noon to-day en route for Key Work.
FALL RIVER, Nev 26-Arrived, schrs W G Bartlett, Bartlett, and Reindeer, Howard, Philacelphia; Eva Bell, Somers, Georgetown; Loon, Hobbs, Newburg, Ney, Chase, Poughkeepsie.

27th-Arrived, schr L N Lovell, Poughkeepsie, Sailed-Schrs L A Van Brunt, Tooker, Georgetown; Albion, Smith, New York.

28th-Arrived, schr J Terry, Marcus, Haverstraw.
GLOUCKSTER, Nov 28-Arrived, schrs Sammy Ford, Allen, Hillsboro, NB, Ior Newark; M J Lawton, Lawton, Portland for New York; Keystone, Hatch, Bluehill for Philadelphia.

GREENFORT, LI, Nov 21-Arrived, schr Anadir, Corwin, Albany, for Up Bay (and sailed 22d); sloop Enterpolie, Vail, fort Johnson, for Kiverhead (and sailed 22d); LUBEC, Nov 22. Grant Fall River (and sailed 28d); LUBEC, Nov 22. Grant Fall River (and sailed 28d); LUBEC, Nov 22. Grant River (and sailed 28d); LUBEC, Nov 24. Grant Schreiber, Schreiber, Vail, Cart Johnson, for Kiverhead (and sailed 28d); LUBEC, Nov 24. Grant Schreiber, Salieath, Rordeaux.

Sailed-Steamship Lüberty; ships Kent, and Monteschle; bark Dominico Lata; Schreiber, Monteschreiber, Norfolk, Nov 29-Arrived, steamship Mediator.

selle; bark Dominico Lata; schrs Robert Ruff, and River Queen.
NORPOLK. Nov 29-Arrived, steamship Mediator.
NORPOLK. Nov 29-Arrived, steamship Mediator.
Smith. New York; ship Arlinton (Rr. Hill, Dord; brig
C H Kimball, Lamb, Philadelphia; schrs Gettvsburg,
Snow, Washington; Chinqarora, Sheridan; William &
Henry, Van Name; Joe Hooker, Kelly, and Dana (US
Shrvey), Abbott. New York.
NEWBURYPORT, Nov 28-Arrived, schr Frank B Colton, Steelman, Philadelphia,
Salled-schr Hiladelphia, Janra Robinson, Robinson, and LA
Burlingame, Cash, Boston for New York.
Salled-Schrs Rehard Law, Edwed, Philadelphia; J D
Page, dor Hastinga, Chase, New York; S Smith, Snow,

do.

28th—Arrived. achrs Louisa Frances, Winchester; M.

Vassar, Jr. Kelly, and Fairwind, Bowman, New York;

Jonathan Cone, White, Hondout; Niger, Thompson,

Wareham.

Salled—Bark Neversink, Gibson, New York; schrs L. A.

Burlingame, Cash, New York; G. H. Macomber, Higging,

do; Ocean Ranger, Whitney; Alex Young, Jones, and

Laura Robinson, Robinson, do; Anna E Safford, Pewell,

Philadelpha. do; Ocean Ranger, Whitney; Alex Young, Jones, and Laura kobinson, Robinson, do; Anna E Safford, Powell, Philadelphia.

28th—Arrivod, schrs Hattle Perry, Chase: Mary Weaver, weaver, and Northern Light, Ireland, Philadelphia, NEWPORT, Nov 28, PM—Arrived, schrs Jos Porter, Burroughs, and Transit, Rackett, Philadelphia; Native, Behart, Weebawkon; Tennessoe, Pilisbury, Rockland for Philadelphia: Mary F Long, Harding, Boston for Ciov Goodwin, Snow, do for New York; Hamibal, Coombs, Bangor for do; Elizaneth DeHart, Lowe, Boston for Salveston; Eliza Sawyer, Cook, Calas for New York; Lizzie Lee, Cobb, Blushill for do; Nantilus, Croskott, Lizzie Lee, Cobb, Blushill for do; Nantilus, Croskott, Lizzie Lee, Cobb, Bushill for do; Nantilus, Croskott, Lizzie Lee, Cobb, Brushill for do; Nantilus, Croskott, Lizzie Lee, Cobb, Brushill for do; Nantilus, Croskott, Cocean Ranger, Whitney, and L. A Burlingame, Cash, New Bedford for do; George F Brown, Gednay, Providence for do; sloops Emily, Dewick, and Fred Brown, Wilson, Salled, she Ellen Parkins, Velley, West, Cork, Ing. Mark.

for do: sloops Emily, Dewick, and Fred Brown, Wilson, do for do.

Sailed, sohs Eilen Perkins, Kelley, New York for Waren, Bangor for New York: Harry Lee, Mayo, Port Johnson for Danversport; American Eagle, Brown, Hoboken for Boston; Hastings, Chase, and Louisa Francis, Kelley, New Bedford for New York: Wm M Everett, Barr, Hallowell for do: Harvest, Corwin, Providence for do: B Smith, Snow, Wareham for do: John Crockford, Hart, Somerset, for do: Ocean Belle, Mills, Rock-Hart, Somerset, for do: Ocean Belle, Mills, Rock-land for do: William Arthur, McDuffle, Boston for South Amboy; Catherine W May, Eldidge, do for Philadelphia; Louise A Boardman, Norwood, Calais for New York; Louis A Boardman, Norwood, Calais for New York; Louis A Brant, Tooker, Fell River for do: Latura, Roberts, Providence for do: Richard S Newcomb, Higgins, Wellifect for Virgima; G A Hayden, Green, New Bedford for New York; Nellie, Cobb, Weehawken for Roston: Caroline E Grant, Powers, Port Johnson for do: Olive Avery, Gott, New York for Rockland. Aort Johnson for do; Ohve Zasa, Rockland, Zith, S AM—Schr Anna E Cranmer, Cranmer, from Nor-lolk, proceeded up the river this AM. NORWICH, Nov Za-Arrved, schrs Harriet & Sarah, Hohoken: Fish Hawk, New York. Sailed—Schrs E Runyon, and M A Predmore, New

Saliou-scale B rangon, and
fork.

New LONDON, Nov 28—Arrived, schrs Myra A Trott,
New York for Montville; H C Deming, Hoboken for Hardford; Adeie Fellcia, Newburg for Norwich; Old Zack, do
for do: John Wright, Port Johnson for Fall River: Kate
Callahan, do for Newport; Wm P Borden, New York for
Providence; Matthew Vassar, do for New Bedford.

20th—Arrived, schrs Hassings, New Bedford for New
York; M J Predmore, and Mary Natt, Providence for do;
Harvest, Bristol for do; Marietta Gates, Alexandria for
Gration.

led-Schrs J M Kissam, and M M Hamilton, New Ork. PENSACOLA, Nov 28-Arrived, bark Henry Cook (Br),

man, Philadelphia.

Arrived in lower harbor 27th, schrs Wm Flint, Pendlenn Bangor for New York; Alleghania, Arev, and Sardinian, Holbrook, Rockland for do; Fannie Elder, Rich, Bangor for do.

PROVINCETOWN, Nov 28—In port schr Yankee Biade, Coombs, from South Amboy for Portsmouth, NH.

RIGHMOND, Nov 28—Arrived, schr Fanny Filmt, Warren, Windsor, NS.

Sailed—Steamship Wyanoko, Couch, New York; sents Sarah Lavina, Anderson, do via James River; Lucy Wright, Elzey, Cambridge.

Cleared—Bark Palestine (Ger), Ford, Rio Janeiro.

SAN FRANCISCO, Nov 22—Arrived, bark J W Scaver, Reaney, Honolulu. leaney, Honolulu. Cleared—Ship China, Fernald, Liverpool. Salide—Ship Jamestown, Call, Liverpool; barks Nou-can St Michel (Fr), Lamee, Portland; Eta (Br), Guy,

Reaney, Hosoidin.
Chered-Ship Johnsa, Fernald, Liverpool; barks Nouvean St Miled-Ship Johnsa, Fernald, Liverpool; barks Nouvean St Miled-Ship Johnsa, Call, Liverpool; barks Nouvean St Miled, (Fr., Lamee, Fordand; Eta (Br), Guy, Queenstown.

28th-Arrived, ship Southern Cross, Hughes, Manila, Savannah, Nov 29—Cleared, steamships Montgomery, Faircloth, and San Salvador, Nickerson, New York; ships Union, Greenieaf, Havre; W J Hatfield (Br), Churchii, Liverpool; Georgia (Br), Morrisey, Go; bark Wild Hunter, Kelley, Havre.

29th-Arrived, steamship Herman Livingston, Mallory, New York; schr Ida S Burgess, do.

SOUTIWEST HARBOR, Nov 19—Cleared, schrs Geo J Tarr, King, Campobello, NB, to load for New York, Salem, Nov 23—Arrived, schr Susan, Dearborn, Port Johnson.

Salied—Schr Index, Cobb, Philadelphia.

VINEYARD HAVEN, Nov 23—Arrived, brigs George S Berry, Savannah for Boston; Milwankee, Caiais for Fail River; Hattie Fetrie, Farrsboro for New York; Angols, Wildsor for do; J Howland, Boston for Baltimore; George Gilchrist, Fordand for do; Reporter, Bangor tor Frovidence; schrs N W Mance, Kmma L Potter, T Sinmickson, Mary A Drury, and Jennie N Huddell Philadelphia for Boston; Adrian, New York for G, Charlie Morton, Alexandria for Fortsmouth; Canary, Georgetown, De, for Danversport; Annie E Amsden, Fliindelphia for Johnson, Morton, and Sarah B, Machias for do; Livert, Comress, J Torrey, Susan, Hagar, and Ella Frances, Fordand for do; G K Kinght, Rockland for do; Genella, Dorchester for do; Cyrus Pierce, Boston for do; C W Eiwell, John L Tracy, Luiu, Saili e M Steelman, and Abbe P Cranmer, do for Baltmore; Lizzie Wilson, Bath for do; Herdi, Blue Hill for do; Lazie Miller for Go; Genella, Dorchester for do; Cyrus Pierce, Boston for Go; C W Eiwell, John L Tracy, Luiu, Saili e M Steelman, and Abbe P Cranmer, do for Baltmore; Lizzie Wilson, Bath for do; Herdi, Blue Hill for do; Lazie Miller, Proness, Ed. Kungha, Grand, Gran

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